

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY USSR (Black Sea)

REPORT

SUBJECT Port of Poti

DATE DISTR.

15 July 1954

NO. OF PAGES

3

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DATE OF INFO.

REQUIREMENT NO.

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PLACE ACQUIRED

REFERENCES

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. No floating drydocks were observed in Poti. Two SHTORM Class Soviet destroyers were observed at Point A on the sketch of port on page 2. The sketch is based on Admiralty Chart. 25X1
2. The depth recorded in the basin at Point B was 23 feet. Vessels drawing 24 feet, 7 inches were aground. Ships drawing up to 26 feet cleared the harbor entrance. There was no evidence of dredging in the port.
3. The height of the quays in the basin at Point B was approximately 15 feet.
4. All the railway lines were raised above the surface of the quays.
5. Boom defense nets were rigged at the harbor mouth.
6. There were four electric portal cranes of Soviet manufacture on the northern side of the basin at Point B. The cranes are located at Point C on the sketch. Each of these cranes lifted between five and seven tons of manganese at one grab. There were three or four, three-ton cranes at Point D, on the southern side of this basin. No heavy-duty cranes or floating cranes were observed in the port.
7. Two SHTORM Class destroyers and eight ex-U.S. "110" Class submarine chasers were at the quay at Point F. A Soviet depot ship of approximately 7,000 DWT, painted gray, with funnel markings consisting of a hammer and sickle on a red band, was moored at the quay at Point G.
8. no shipbuilding activity in the port and saw no construction work in progress on the southeastern shore of the outer harbor.

25 YEAR RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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9. [] three old submarines were observed leaving the port.

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10. The control and inspection procedure was not strict. []

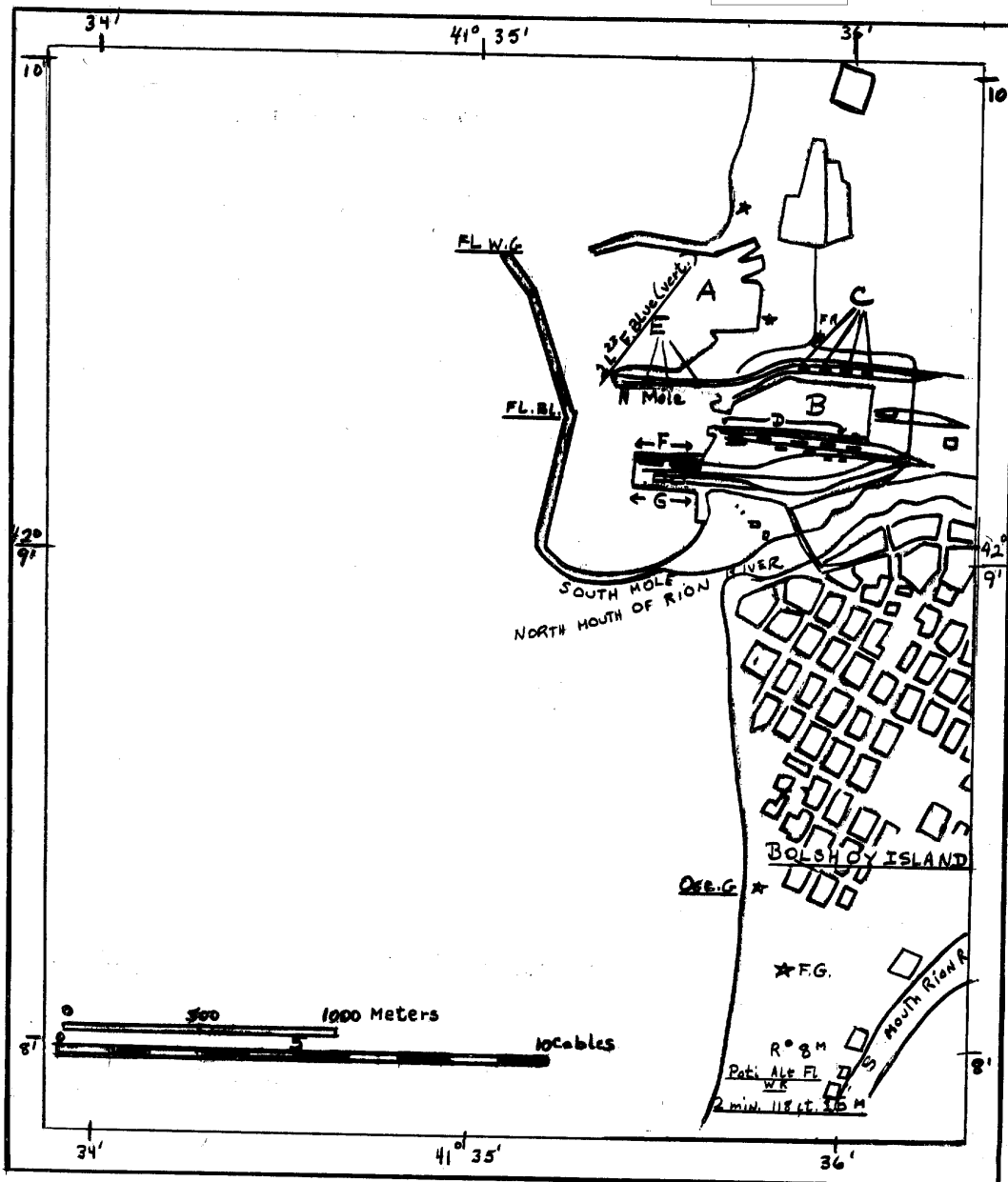
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[] Landing passes were issued to all crew members, and permission was given to remain ashore until midnight. [] living conditions in the town had improved greatly. Most of the buildings in the town appeared relatively new. No construction activity was observed.

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POTI
Tracing from Admiralty Chart []

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